

Today's
Advertisements.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"BAVERN"

of the NORDEUTSCHER LLOYD.
Captain H. Blecker, due here with the out-
ward German Mail about TUESDAY, the
25th instant, will leave for the above places about
24 hours after arrival.

NORDEUTSCHER LLOYD.

For further particulars apply to
MELCHERS & CO.,
Agents.

Hongkong, 21st June, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU,"
(3,111 Tons Gross, Captain N. Tait), will be
despatched for the above Port, on FRIDAY,
the 28th instant, at 4 P.M.

This Mail Steamer is provided with Superior
Accommodation and with all modern fittings
and improvements for the safety and comfort of
Passengers. Doctor and Stewardess carried.
Return Tickets issued by this Company are
available for return by steamers of the other
Lines.

For Freight or Passage, apply to
A. S. WATSON & CO.,
Managers.

NIPPON YUSEN KAISHA.

Hongkong, 21st June, 1901.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

Agents for and in connection with
THE OREGON-RAILROAD AND
NAVIGATION COMPANY.

Operating the New First-Class Steamships
"INDRAVALLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between

HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship

"INDRAPURA,"
will be despatched for PORTLAND (OR.)
on or about the 6th July, 1901.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through Rates of Freight and further
Information communicate with or apply to
ALLAN CAMERON,
General Agent.

SHEWAN, TOMES & CO.,
Managers.

Hongkong, 21st June, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUNDA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., by S.S. Oceana and
Persia.

From Persian Gulf, by B. I. S. N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godown and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 21st June, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
VLADIVOSTOK.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st June, 1901.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing Em-
broidered, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiress will also be most grateful
for any PAPER or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1901.

STEAMERS EXPECTED.

Names. From. Due.

Flintshire.....Singapore.....June 23rd

America Maru.....Shanghai.....June 25th

Bayern.....Singapore.....June 25th

Rosetta Maru.....Moji.....June 25th

Sachsen.....Singapore.....June 26th

Catherine Apia.....Singapore.....June 26th

Hitachi Maru.....Moji.....June 26th

Silesia.....Singapore.....June 27th

City of Peking.....San Francisco.....July 4th

Empress of Japan.....Vancouver.....July 9th

Gaelic.....San Francisco.....July 12th

We would direct the attention of shipping firms to the
style in which "Steamers Expected" and "Projected Sailings"
are now published in these columns, and in so doing request
them to be guided by the style in the columns of the other
papers of the Press.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

OUR FACTORIES are constructed

with every attention to the most

principles that sanitary science can

suggest; and our NEW FACTORY

at WEST POINT is the LARGEST

and BEST EQUIPPED in the FAR

EAST.

A perfect System of Filtration is

employed guaranteeing Absolute pur-

ity.

The Machinery used is of the Latest

Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manu-

facture.

The Waters produced are of the

highest class and excellence; as testi-

fied by the best English makers.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY,

Hongkong.

THE HONGKONG TELEGRAPH

HONGKONG, FRIDAY, JUNE 21, 1901.

REUTER'S TELEGRAMS.

GERMANY, AND HER TROOPS

RETURNING FROM CHINA.

LONDON, June 19th.

The German Emperor has ordered a

powerful squadron of warships to meet the

troops returning from China at Gibraltar,

and to escort them back to Germany.

FRENCH ACTIVITY IN INDO-

CHINA.

The French Cabinet has approved of the

Convention between General Doumer and

several Paris Banks to build railways in

Indo-China, including a line 200 miles long

between Lachai and Yunnan.

REPORTED LOSS OF THE

"ASTORIA."

The Managers of the Hongkong Office of

the Hamburg-Amerika Linie inform us that

they have just received a telegram from Singa-

pore "Astoria reported total loss."

WEATHER REPORT.

The Observatory report says—

On the 21st at 12.10 p.m. the barometer has

fallen on the E. coast of China. The depres-

sion appears to be leaving the coast and moving

into the Yellow Sea. Gradients moderate with

strong to moderate S. monsoon on the coast, and

in the N. part of the China Sea. Forecast—

Fresh S.W. winds; squally, showery.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington,

Kt., C.M.G., (Chief Justice).

June 21st.

THE ALLEGED BRIBERY CASE.

On the Chief Justice taking his seat this

morning, Mr. Francis, K.C., proceeded to ad-

dress the Jury on behalf of the Defendant. He

pointed out that although the Defendant was

charged on two separate counts they both

arose out of the same transaction, and went on

to say that what the Jury would have to decide

would be not whether or no Crisp took the forty

dollars from Chun Sim Ku, but with what

intention did he take it? Counsel was of op-

inion that the case should have been dropped

in its earlier stages so soon as the evidence

of Mr. Tooker agent Crisp having told him

that he intended to make an example of this

particular man came to light. This, added

to the statement made by the Defendant

when arrested, ought to have convinced any

reasonable person that there was no ground

for a prosecution, but the case having got

into the hands of the Police it was only to

be expected that it would be run out to the

bitter end. Had it been a Policeman who was

concerned the whole case would have been

allowed to fall through. He then dwelt on the

high character borne by the Defendant, who

had held a good position in London for nine

years and was specially engaged at home by

the Crown Agents. He had done good work

here for nine months directly under the

eye of Mr. Tooker, and Mr. Tooker him-

self spoke, as to his high character. Mr.

Francis went on to review the evidence very

thoroughly and commented freely upon the

fact that whereas the witnesses for the pro-

secution seemed to have their tales quite pat

when examined by the Acting Attorney

General, yet when he (Mr. Francis) came to

cross-examine them they evidently wanted time

to consider their answers. This was especially

so in the case of the Defendant, who

was a man of high character and position.

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June 21st.

THE ALLEGED BRIBERY CASE.

The Hamburg-American line steamer *Astoria*,
the report of whose loss we publish this even-
ing, left Hongkong on her homeward voyage
on the 13th ulto.

A PETITION is being got up, numerously
signed, asking H.E. the Governor to further a
scheme for providing a school in Hongkong for
the education of Europeans only.

THE prevailing hot and damp weather seems
to have produced quite a number of fungoid
growths. Another petition is on the job,
protesting against Mr. Osborne's well-meant
endeavour to introduce plague as a permanent
resident on the Kowloon Peninsula.

THE German transport *Crefeld* is due at
Shanghai in a few days bringing 800 troops for
the garrison, including 200 mounted infantry.
The *Mercury* understands that the present
garrison will shortly return home. It is stated
that, with the exception of the Legation guard,
all the German troops to remain in China will
be stationed at Shanghai.

MESSRS. Arnold, Karberg and Company,
advise us that they have received a telegram
from the General Managers in London of the
"Shell" Transport and Trading Company,
Limited, announcing that an Interim Dividend
for the first half year of 1s. 3d. per share will
be paid in London on and after 30th instant.
Holders of the Bearer Shares will receive their
dividends against Coupon No. 1.

THE Band of the Madras Light Infantry will
play at the Hongkong Hotel to-morrow (Sat-
urday) evening, from 8 p.m. to 9.30 p.m.—
PROGRAMME.

March....."Soldiers of the Queen".....Hume.
Selection....."Folk Songs of Italy".....Ramsdell.
Waltz....."L'eternelle Patrie".....Waltz.
Selection....."Hells of New York".....Kerker.
Gigue....."Scherzino".....Gibbs.
Song....."The Lost Chord".....Sullivan.
"Gail save the King."

FOUR countries have now entered into keen
competition to supply India with matches, says
the *Mandaily Herald*. Three are well known
from the names on the familiar domestic match-
box—Japan, Sweden and Belgium. The
fourth, many will be surprised to hear, is the
Straits Settlements. At present the fight is
mainly between Japan and the Straits Settle-
ments, and the former has a slight lead with
10 lakhs of rupees a year against 10 lakhs by
the Straits Settlements. But the Singapore
trade has for long been steadily increasing,
whereas Japan is not doing much more than
holding its ground. Of the two other countries,
Belgium sent 7 lakhs. The English match
counts for very little in the struggle.

We would call the attention of our readers to the
offer of a prize of fifty dollars made in our leader
column of the 11th instant. As will be seen,
the prize is to be given for the best sketch of a
project for the capture of the Island by a hostile
force with a view to the destruction of the Naval
Yard, Arsenal and Barracks. This is a subject
which should readily interest our readers, and
we trust that we shall have a good batch of
manuscripts to consider. Articles should not
exceed two thousand words in length; they
must be written on one side of the paper only
and should reach this office before 5 p.m. on
Saturday, 29th inst. All articles to be address-
ed to:—

The Editor,
"Hongkong Telegraph,"
50, Queen's Road Central.

THE *Strait Times* says—A European engi-
neer, sailing in a local trade vessel, plying
between this and China, sent his box ashore to
his wife here the other day. The lady opened
the box, and found in it twenty one tins of
opium from China, of considerable value. The
engineer in question took these tins of opium
to the farmer who rewarded him with a large
amount. The engineer cannot account for the
drug in the box otherwise than through plotting
by Hylam servants on board for their own be-
hoof. The Farmer knows well the smuggling
ways of shipboard Hylam servants. The
theory is that the plotters had not time to take
the tins out. The tins were amongst the
clothing in the box, which were probably for
the dioby. If the opium had been found in
the engineer's possession, he would have
been in an awkward position.

LEGAL INTELLIGENCE.

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morning, Mr. Francis, K.C., proceeded to ad-
dress the Jury on behalf of the Defendant. He
pointed out that although the Defendant

SHOOTING.

"D" CO. H.K.V.C. 2. SERGTS. 2ND R.W.F.

Teams representing the above met on the New Volunteer Range at Tai Hang on Thursday afternoon. Strong squalls and a very uncertain light tended to make the day anything but a good one for accurate shooting. Each team was composed of eight men; the distances being 200 yds., 300 yds., and 600 yds. seven shots and two sighters at each range, and the best six scores to count. The result was a win for the volunteers by 23 points.

The following are the best six on either side:—

"D" CO.	200	300	600	Total.
Private Horley	32	28	28	88
" Watson	32	30	22	84
" Mackenzie	30	23	31	84
" Andrew	28	26	29	83
" Clark	30	29	24	83
" Bowley	27	18	10	55

SERGTS. R.W.F.	200	300	600	Total.
Sergt. Dr. Mackie	33	28	21	82
Sergt. Doolan	30	25	25	80
Sergt. Majorickman	34	21	25	80
Band Sergt. Adams	29	26	21	76
Sergt. Moore	29	31	14	74
Arm. Sergt. Williams	25	24	13	62

AT THE MAGISTRACY.

Leung Lin got 3 weeks' hard labour for stealing a bag of rice valued at \$5.50.

STEALING RICE.

The usual batch of opium cases were on this morning and fined as usual. It is pitiable to see the woe of humanity with the work of the disease all over them charged every morning with possession of illicit opium.

CHINESE TERRY GOVERNORS.

Wan Ip and Chang Tau had a willing round or two in Kennedy Town and were fined \$5 or 10 days each.

A STOLEN ABACUS.

Lam Shing, charged with stealing an abacus, went to prison for 14 days. His defence was of the usual monotonous character. "A man I did not know gave it to me."

ASSAULT.

J. D. H. S. dos Remedios charged Ching Tin Hing with assaulting his daughter. The evidence showed that defendant slapped the child knocking her against the door. The children admitted having pulled his queue at various times. The defendant was fined \$5.

THE PLAGUE.

Number of cases reported: Chinese 1,320, up till noon of the 20th; Other Asiatics 44, June, 1901; Europeans 23. Number of cases reported: Chinese 18, during the past 24 hours; Other Asiatics 1, Europeans 0.

Total number of cases reported in date 1,406.

Number of deaths reported: Chinese 1,275, up till noon of the 20th; Other Asiatics 30, June, 1901; Europeans 9.

Number of deaths reported: Chinese 19, during the past 24 hours; Other Asiatics 1, Europeans 0.

Total number of deaths recorded to date 1,334.

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 128, Other Asiatics 7, Europeans 2.

Deaths Chinese 124, Other Asiatics 5, Europeans 3.

Total 132.

The plague returns for last week were:—

Cases 151, Deaths 151.

The returns for 21st June, 1901, were:—

Total deaths to date 2,007.

New cases in previous 24 hours 24.

Deaths in previous 24 hours 39.

Patients under treatment 157.

All the Europeans in Kennedy Town Hospital are progressing favourably.

Mr. Bartholemew Balarv admitted yesterday, we regret to say died this morning.

HONGKONG AND SHANGHAI BANK ROBBERY.

FURTHER DETAILS.

(Strait Times, June 13th.)

The activity of the police and bank officials in connection with the solution of the mystery surrounding the recent Hongkong and Shanghai Bank robbery has already been alluded to in these columns. Several arrests have been made, and these have resulted, as will be seen from the appended report, in several charges at the Second Police Court this morning.

After the charges had been read over to the prisoners, who are all Klings, the proceedings were adjourned for one week.

This morning, fourteen individuals, two of them women, were brought before Mr. Mitchell in connection with the recent robbery of \$270,000 at the Hongkong and Shanghai Bank.

The following are the details of offences laid to their charge.

Nina Mahomed is charged with theft as a servant, of \$270,000, the property of the Hongkong and Shanghai Bank on the 25th ult.

Singaram, Mutu Kamaran, Ana Munia Pillay, Kala Piramah, and two women named Papamah and Haila, are charged with receiving stolen property to the value of \$12,000, the property of the bank, on the 26th ult.

Kechi Mahin is charged with abetment of Nina Mahomed and with receiving \$15,000, the property of the bank.

And Nina Mahomed and Kader Mydin are charged with receiving the sum of \$3,000, the property of the bank.

Noor Mahomed Abubakar, and Kupensah are charged with having on the 31st of March last retained 23 keys stolen from, and the property of, the bank.

Mahomed Hassan is charged with aiding and abetting Nina Mahomed, in consequence of which abetment the offence of theft was committed. Inspector Watchman asked for a postponement for a week. This was granted, but not allowed.

WHAT'S UP WITH RAUBS?

A good many people in Hongkong have heard exercised in their minds about Raub's share lately. Perhaps the following letter to the *Strait Times* of the 14th instant, will interest them:—

Sir,—I shall be obliged if you will insert the following letter in your paper:—The reports on Raub by Mr. McCarthy and Mr. Herbert Curle, as published in the *Strait Times*, and which have caused such a bad impression among shareholders and the public vary somewhat as to the value of Bukit Komang mine. The former puts down the quantity of payable stone, (i.e. stone carrying 15 dwts. or upwards to the ton) as approximately 6,000 tons while the latter values it at 30,000 tons—a vast difference of opinion. While on the one hand I should like to point out to you the utter impossibility of either of these gentlemen being able to give you anything like an accurate estimate of the number of tons of ore in sight, or the value of each ore, because the reef formation in Raub is patchy and varies in size. Some four years ago, I had the pleasure of examining the Bukit Komang mine with the late Mr. Bibby, and from my experience in gold mining in Pahang and elsewhere, came to the conclusion that it was a very promising property and I still believe so. Though a large quantity of the best quartz has been extracted and milled from above the 14th level, there is every probability of a large quantity still remaining undiscovered, especially below the 140 ft. level. From the 140 ft. level to the 240 ft. level only 3 winzes have been sunk to prove the value of the lode and for ventilation. No. 1 is 123 ft. south of the main shaft; No. 2, 464 ft. further south, leaving a distance of 341 ft. between these winzes, which amounts to a block of quartz 341' x 100'. The thickness of reef, as near as I can ascertain by reports, is 6' or about 15,000 tons. In my opinion these winzes are too far apart and leave a large extent of ground unexplored. The same remarks apply to the winzes in North level. Between No. 1 South level winze and No. 1 North level winze must be a distance of 317' x 100' x 7 = 17,669 tons. The following remarks from Mr. McCarthy's report show that these blocks of quartz are immediately underneath the slope in the 140 ft. level that produced rich quartz, and there is every reason to believe this rich quartz will continue down from the 140 ft. towards the 240 ft. at least some distance. Mr. McCarthy writes:—

"40 ft. Level, North.—Opposite the main shaft, the formation was fully 16 ft. in width, dipping 80° to 85° to the east, and carried in a wide body of ore, since stopped out, up to the old working, above, and for a distance of 100 ft. to the north, and 200 ft. to the south of the shaft. Beyond the 100 ft. north the slopes now working are being opened up upon the hanging wall side of the formation, that on the foot wall and richer portion having been long since worked out. A cross-cut from the leading slope 32 ft. in length cuts into these old filled-in stopes, and has lately been driven in the hope of picking up bunches of ore overlooked and left behind. A sample of a small bunch thus left gave 1 oz. 12 dwts. 6 grs. per ton, proving the ore to have been very good."

For 404 ft. up to No. 2 winze south, the formation has carried good ore throughout, and has mostly been found on the foot wall side, but beyond this winze the ore leaves the foot wall and goes over to the hanging wall side. The ore up to about No. 2 air-shaft is, as above stated, stopped out, unless there is ore still to be found on the hanging wall, and as would seem to be the case, from ore left standing where cross-cut east No. 1 cuts it. At No. 5 air-shaft the ore is 30 ft. wide; and back to No. 3 air-shaft, stopes Nos. 10, 6, 8 and 7 run, and are all in large bodies of stone up to No. 6 north of No. 3 air-shaft."

It is impossible for any mining engineer to tell you the value of this ground, from the number of samples taken and assayed by Messrs. McCarthy and Curle. I can find no mention of a single sample having been taken from either of the winzes, or from the bottom of the 140 ft. level. Had samples been taken say every 10 ft. from each side of winze down to the bottom, a much better idea would have been formed as to the value of these two blocks of ground, and you would know approximately how far your rich ground goes down, but you could not get a true result, because the samples taken only represent the value of the ore in the immediate vicinity of the hole from which sample was taken—so far these two blocks of quartz have only been partially proved, and the only way to prove their property is to sink intermediate winzes to meet the level now being driven from the 200 ft. level. My experience in gold mining in Pahang has taught me the great mistake of sinking winzes too far apart in formations of this character. In Silangit, Puntjau, and Kechnu, it has been proved over and over again that the lode or lode formations are very patchy and it often pays to break the low class ore. In doing so, and when least expected, you often come upon a rich strike or deposit of payable ore.

Mine managers will tell you it is too expensive sinking winzes and driving levels near each other. This is true, it is expensive, but it pays far better in the long run, as you prove your ground and are not so likely to miss any "cheat" of ore. Only a year or so ago Raub was looked upon as a good property, and though there is no very real change, except that a few thousand tons of quartz have been taken from the upper levels of Bukit Komang, and the ore fell off in value in the bottom levels, which is certainly not a good sign, though the formation may be only passing through a poor zone of country. This, however, may be regarded as counterbalanced by the discoveries in Bukit Hiam.

There has been a great deal said about the mismanagement of the Raub properties in not having plans of the mine, systematically sampling, etc., etc., but the cause of all the mischief and the great mistake made was in sanctioning the erection of the extra 40 head of stamps when half the number would probably have been sufficient to crush the payable stone from the mines. It matters not who the manager of the property is, or what his capabilities are, he is bound to come to grief when he has a larger mill than is requisite; because, if the mill is not kept going continually, the directors want to know why; and in many cases the manager has to keep the mill going and consequently crushes quartz of 1 or 2 dwts. gold per ton at a heavy loss. It would pay better to leave this quartz in the stopes. Mr. Curle sums up as follows:

What is the financial position?

Answer. Profit in sight in the mine. £49,000.

Concentrates. 1,000.

£50,000.

Taking these figures as correct, this is a good sign, and with judicious management, and systematic working, will go a long way to further develop the property and prove the continuance of gold-bearing formation in depth.

Mr. McCarthy speaks of the 240 ft. level in Bukit Komang as follows:—

Further remarks and recommendations.

The question as to whether the gold goes down in depth I have not hitherto touched upon. The indications are certainly not good, neither are they bad. Although the 240 ft. level in Bukit Komang is not in such good stone as in the 140 ft. level,

yet, in that the gold holds down to this lower level, where the whole nature of the reef is changed from a solid mass of quartz to that of a light hard mineralized ore, it is in itself a good sign; and with levels opened up below, larger areas of payable ground may be met than have been found in this one. This question is one that must affect the whole policy of working the Raub Concession.

His remarks are cautiously made, and though he does not hold out such hopes as the shareholders have been looking for, he says there are good signs in the bottom level. From what I saw on the bottom level of Bukit Komang I must support this gentleman in this opinion.

Mr. Curle's report coming so quickly after Mr. McCarthy's has no doubt made people think that Raub is practically a ruined property. This I do not believe. There has lately been a great deal of gambling in Raub shares. This may probably have had a great deal to do with the bad reports flying about Singapore.

I remain, Sir,

Yours faithfully,

GEORGE LAWS, M.E., A.I.M.M.

late Manager, Silangit G.M. Coy.

5 Battery Road.

SMALL SOLDIERS.

An Englishman named Ellis has called the English volunteers such insulting names as "little undersized starvelings," "decked out in khaki," "a discredit to the British Army," and "men picked up in the slums."

The *Spectator* attacks him for this. It says that the untrained big man will beat the untrained little man at fisticuffs or in a wrestling match, but in trained armies weight tells for very little. So long as their armies were recruited from the cities and villages of Italy, the small-limbed Romans defeated the large-limbed Germans in almost every encounter, and this although the men of the forest were hunters, loved in the open air, and ate, it is always assumed, quantities of meat. The wiry little Roman who took blows from a vine stock from his own officer must have been one of the best soldiers who ever lived. It was after Rome had enlisted the big barbarians in scores of thousands that her standards went back in battle. The slight and pallid Saracens drove the picked soldier of Europe out of Palestine. If armour is any test, the heroes of the Middle Ages were comparatively little men. Of the men who fought at Jena, the Frenchmen were probably by 10 per cent. the smaller, yet German, Pomeranian, and Pole alike receded before their charge. There are probably no such men in the world as are to be found in our Sikh regiments, their average being nearly two inches higher than our own, yet Englishmen defeated them at Sobroon, and if they revolted our officers would lead the undersized Ghorakhs against them with perfect confidence. That the Japanese were no better than the Chinese may be a disputed point, but the Chinese were officers who have watched the former in action believe that they would beat the Russians, an opinion which is shared by the Sikhs, who have observed both, which is the more remarkable because the Sikhs have to overcome an instinctive feeling about the European. Our own "light" regiments—e.g. the Rifle Brigade—which, because they are "light," are tolerant of "weeds," are among the best regiments in the Service; nor is there any regiment in the world that would not be proud of defeating Zouaves, whose average low stature has frequently been commented on. The truth is that weight and height have almost as little to do with fitness for soldiering as with fitness for command. The man who can walk thirty miles a day and carry his rifle easily will if he has nerve, make an excellent soldier. A regiment of Lord Roberts would not be beaten in the field, though they were badly fed; they would appear to most well-to-do citizens, like Mr. Ellis, a regiment of starvelings. Height, or the want of it, does not interfere with shooting. It arises, we suppose, from some instinct of selection that our sailors, who will face any troops, are seldom exceptionally tall. And if the *Daily News* will permit us the remark, little men who, as their riding-master informed us, will fall any number of times and care nothing about it, are capable of being very soon licked into effective cavalry.

The illusion about the courage and endurance of citizens as compared with countrymen is equally without foundation. Lad for lad, the city wall is as well fed as the country labourer's son, though his food leaves him with a tendency to pallor instead of a tendency to ruddiness. He is as much "out" as his rival, though it is in the street instead of the lane; and though bad air seems to stunt his growth, it does not destroy his health, as witness all statistics of city mortality if children under three are excluded. As for his courage, Mr. Ellis should go and hit a young London coterminger, perhaps of all the families of man the one readiest for a fight. The earlier armies of the Roman Republic were drawn from Rome itself, that is, from Southern slums to which Bethnal Green is a sanatorium. The train bands of London were a force all through our medieval history, and were composed in great part of City apprentices certainly not better cared for than our young roughs. All through history the greatest heroism has been exhibited in the defence of towns by their own citizens, and few generals would not rather meet a regular army in the field than storm-Constantinople if defended by its people, born and bred in what are probably the worst slums on earth. Paris and Berlin notoriously contribute to their armies some of the bravest soldiers, and we have good authority, though we cannot give the figures, that the number of our own non-commissioned officers who are born Londoners is out of all proportion to the population of the United Kingdom. They are not popular with drill-masters because they are "cheeky" and have such a notion of their "rights," but they learn the work quicker than the countrymen, are more resourceful, and benefit more rapidly by discipline, exercise, and good food. Journalists write of the "enervating life" of towns, but there is no harder or harder life than that of the street-boy, who will cheerfully fight a yokel for 50 per cent. heavier than himself.

This matter should not, however, be left to newspaper discussion. It deeply concerns the vital questions of recruiting and of the territorial organisation of the regular army, if habit makes the difference usually thought, is obviously wrong. If Cockneys are inferior soldiers, yokels and Cockneys should be mixed up together. If we are not advancing towards a conscription, we are advancing towards a very large demand on the youth of the kingdom for recruiting purposes, and the more we know, accurately know, of the varying qualities of our material, the better will our organisation be. Mr. Brodick can easily discover the birth-place of every man in the Army, and gather up the opinions of the most experienced recruiting officers as to the classes and localities from which the best supplies may be obtained. Let him do it, tell the House of Commons the result, and so dispense for a generation or two prejudices which, whether they rest upon nothing, as we believe, or upon sound tradition, as the majority believe, have a most hampering effect. He will find, we fancy, when he has compared his Reports, that while the stubborn peasantry of East Anglia and the Lowlands, who are identical in race, still furnish his best material, the Irish were East Anglians almost to

a man; the next best is supplied by the population of the great crowded cities, which lives on the whole the hardest life of the entire community. There will then be no reason for disturbing still less for scorning, the military quality of two-thirds of our population.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1895.

Barometer	29.763
Thermometer	80.7
Humidity	83.0
Rainfall	16.496

TO-DAY.

WEATHER REPORT.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.71
Temperature	85	84
Humidity	79	81
Rainfall	.001	—

TO-MORROW.

WEATHER REPORT.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.71
Temperature	85	84
Humidity	79	81
Rainfall	.001	—

Friday, 21st June, 1901.

Chinese—6th of 5th moon of 27th year of Kwang-su.

Sun—Rises 5hr. 18min.

Sea 6hr. 45min.

High water—Morning 7hr. 11min.

Morning 7hr. 39min.

Low water—Morning 6hr. 50min.

Afternoon 6hr. 39min.

ANNIVERSARIES.

1860—Melazzo captured by Garibaldi.

1870—Massacre at Tientsin.

1895—Opening of the Elbe and Baltic Canal.

1898—Anglo-Italian syndicate obtain the concession of mining and necessary railways in three northern prefectures of Honan.—Disaster at the launch of H.M.S. *Albatross* at Blackwall, 37 persons killed.

1899—Fire at 205 Queen's Road Central.

1900—Tientsin bombarded for two days.

TO-MORROW.

Saturday, 22nd June, 1901.

Chinese—7th of 5th moon of 27th year of Kwang-su.

Sun—Rises 5hr. 18min.

Sea 6hr. 45min.

High water—Morning 7hr. 54min.

Afternoon 7hr. 19min.

Low water—Morning 6hr. 45min.

Afternoon 7hr. 19min.

ANNIVERSARIES.

1840—Canton blockaded by the British.

1855—Serious damage caused by excessive rains in Hongkong.

1893—Loss of H.M.S. *Victoria* with 351 lives.

1897—Celebration of the Diamond Jubilee of H. M. Queen Victoria.

1898—American flag hoisted on the island of Guam.—American troops land at Aguaduro under fire from Spanish forces.

1899—Armed attack on Custom station and French Consulate at Mengtze Yunnan.

1900—H. E. Li Hung Chang ordered to Peking to suppress the Boxers, and to restore order.

AGENDA.

TO-MORROW.

Noon—P. & O. Co.'s steamer *Parramatta* with mails etc. leaves for Europe.

3 p.m.—Douglas Co.'s steamer *Haitan* leaves for Coast Ports.

Cargo ex *Wurzburg* subject to rent.

Cargo ex *India* subject to rent.

SUNDAY, 23rd.

O. S. K. Co.'s steamer *Daigin Maru* leaves for Coast Ports.

Cargo ex *Malta* subject to rent.

MONDAY, 24th.

4 p.m.—N. Y. K. steamer *Riojun Maru* leaves for Victoria B.C. and Seattle U.S.A.

TUESDAY, 25th.

Cargo ex *Sado Maru* subject to rent.

WEDNESDAY, 26th.

O. S. K. Co.'s steamer *Maideuru Maru* leaves for Amoy, Yuen, and Amoy.

Noon—C. P. R. Co.'s steamer *Empress of India* with mails etc., leaves for Vancouver B.C.

THURSDAY, 27th.

Noon—E. & A. Co.'s steamer *Airline* leaves for Australian Ports.

Noon—U. S. Co.'s steamer *Coptic* leaves Honolulu via Shanghai, etc.

Noon—N. D. L. steamer *Sachsen* with mails passengers etc., leaves for Southampton.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 18th.

Mr. J. F. O. Stratton, 3rd engineer s.s. *Whampoa*, has been promoted 2nd engineer s.s. *Shast*.

Mr. H. Knox, has joined the *Whampoa*, as 3rd engineer.

Mr. McCarthy, 2nd engineer s.s. *Elita Nossack*, has left that ship.

Mr. Jorgensen, 2nd officer, *Elita Nossack*, is on sick leave at Shanghai.

Mr. Siegmund, has been transferred and engineer of the *Elita Nossack*, from the *Nanyang*.

June 19th.

Mr. D. C. Campbell, lower Yangtze pilot, having returned from leave, has resumed his duties as pilot of the Canadian Pacific Co.'s steamers.

Mr. H. Petersen, chief officer, *Store Nordis*, is acting master, same steamer.

Mr. A. J. Jackson, chief engineer, *Chienkiao*, from leave, has been transferred to the *Kaipan*.

Mr. A. G. Smith, chief officer, *Yuenwo*, is transferred to the *Wosang*.

Mr. J. Harris, 2nd engineer, *Neuchwan*, is transferred to the *Shast*.

Mr. R. Lewis, 2nd officer, *Shast*, is transferred to the *Neuchwan*.

Captain J. W. Miller, from leave, has resumed command of the

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	TO-MORROW, 22nd June, at Noon.
RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBE and YOKOHAMA	MONDAY, 24th June, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 19th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 11th June, 1901.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—

WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 31st August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.

The O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

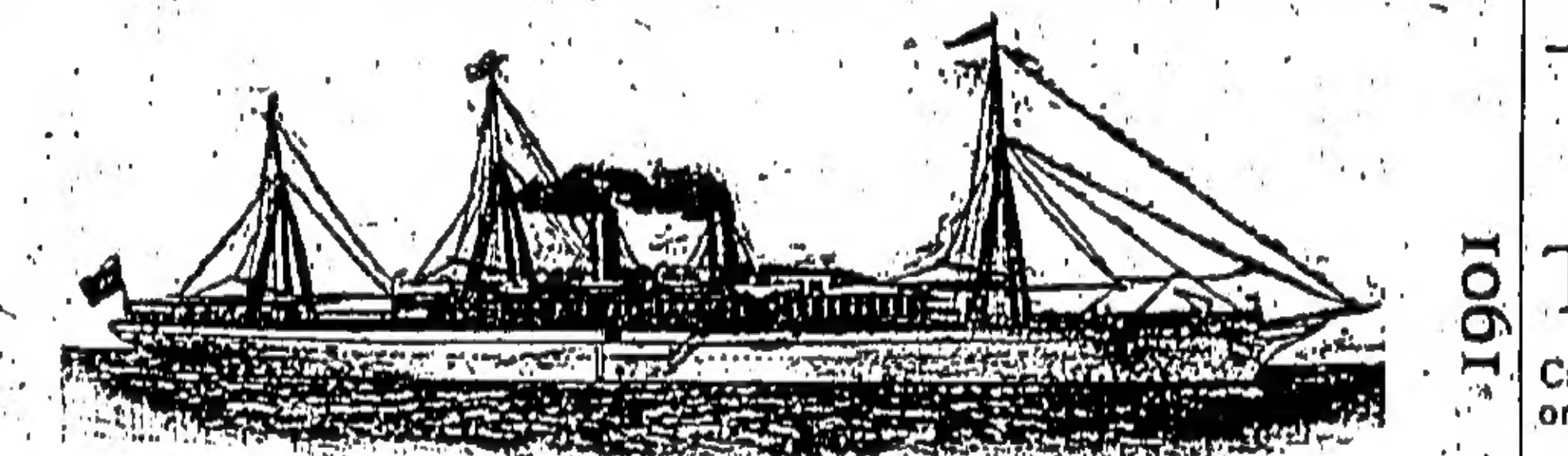
Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPERESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through-Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	25th June. Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th July. Freight.
WUERZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th July. Freight.
Schneider	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th August. Freight.
ACILIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	
v. Dühren		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO-SAIL:
SHANGHAI	"WHAMPOA"	24th instant.
ILOILO and CEBU	"CHINKIANG"	27th instant.
MANILA	"SUNGKIANG"	28th instant.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 21st June, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PELEUS"	25th June.
	"DEUCALION"	2nd July.

S.S. "IXION" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 22nd instant, A.M.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"MACHAON"	25th June.
"	"PROMETHEUS"	15th July.
"	"ALCIBIADES"	23rd July.
LIVERPOOL (DIRECT)	"GLAUCOS"	About 15th July.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. B. Co.

Hongkong, 21st June, 1901.

[12]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. 1 3,379 about June 21

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 19th June, 1901. [184c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG," Captain E. J. Buller, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th June, 1901. [647c]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. [226c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLEGARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901. [579c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," Captain J. J. Buller, will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. [529c]

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK," Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901. [644c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901. [117c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to DOUGLAS LAIRAIR & Co., General Managers.

Hongkong, 20th June, 1901. [653c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SEATTLE VIA SHANGHAI AND JAPAN.

THE Company's Steamship

"HYSON," Captain J. S. Hogg, will be despatched TO-MORROW, the 22nd instant, taking Cargo to SEATTLE and Overland Points, U.S.A., via Great Northern Railway at Current Rates.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 18th June, 1901. [643c]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 23rd instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th June, 1901. [226c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewards and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901. [594c]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th June, 1901. [321c]

To be Let.

TO LET.

FOR Three Months, from 20th JUNE, a FURNISHED HOUSE at KOWLOON.

Apply to "F.Z." C/o This Office.

Hongkong, 12th June, 1901. [621c]

TO LET.

A HOUSE in RIFON TERRACE.

HOUSES at LEIGHTON HILL.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

The Share Market.

LATEST QUOTATIONS.

(June 21st).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	390 3/4 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited	£ 4	6 1/2
The Bank of China & Japan, Limited	£ 1	65 1/2 buyers
National Bank of China, Ltd.	£ 8	87 buyers
Do. Founders	£ 1	81 1/2 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	5340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	560
North China Ins. Co., Ltd.	\$ 25	180
Yangtze Ins. Assoc. Ltd.	\$ 60	125
Canton Ins. Office, Ltd.	\$ 50	180 sellers
Strait Ins. Co., Ltd.	\$ 20	81
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	5340 buyers
China Fire Ins. Co., Ltd.	\$ 20	324
Shipping.		
Hongkong, Canton, & Amoy Steamboat Co., Ltd.	\$ 15	535 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	540
China & Malacca S.S. Co., Ltd.	\$ 50	562 buyers
Douglas Steamship Co., Ltd.	\$ 30	552
China Mutual S.S. Co., Ltd.	£ 10	512 buyers
China Mutual S.S. Co., Ltd.	£ 10	512 buyers
China Mutual S.S. Co., Ltd.	£ 5	57 buyers
Star Ferry Co., Ltd.	\$ 10	523 sellers
"Shell" Transport & Trading Co., Ltd.	£ 1	151/2 sales
Refrigerates.		
China Sugar Refining Co., Ltd.	\$100	144 buyers
China Sugar Refining Co., Ltd.	\$100	56 sales
Mining.		
Panama Mining Co., Ltd.	\$ 9	564 sellers
Panama Mining Co., Ltd.	\$ 1	51/20
Leases, Hotels and Buildings.		
Queen Mines, Ltd.	25 cts.	6 cents sellers
Jeilung Mining and Trading Co., Ltd.	\$ 5	534 sellers
Jeilung Mining and Trading Co., Ltd.	\$ 10	514 sellers
Oliver's Freehold Mines, Ltd.	\$ 5	512
Oliver's Freehold Mines, Ltd.	\$ 5	511
Douglas, Wharves and Godowns.	\$ 50	320 sellers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	3104 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.	\$ 64	523 buyers
China Provisional Coal & Storage Co., Ltd.	\$ 10	5983 sales
Hongkong Coal & Investment Agency Co., Ltd.	\$100	1993 sales
Kowloon Land and Building Co., Ltd.	\$ 30	530 sales
West Point Building Co., Ltd.	\$ 50	512 buyers
Hongkong Hotel Co., Ltd.	\$ 50	580 sellers
Humphreys & Co., Ltd.	\$ 10	513 sellers
Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	88 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Laau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 300	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Alumina, Limited.		
Philippine Tobacco Trust Co., Ltd.	\$ 10	560
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	194 sellers
China-Borneo Co., Ltd.	\$ 15	338 sellers
A. S. Watson & Co., Limited	\$ 10	1153
Watkins, Limited	\$ 10	304
Hongkong Electric Co., Limited	\$ 10	5123
Hongkong Electric Co., Limited	\$ 5	464
Hongkong & China Gas Co., Ltd.	£ 10	135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	153 sales
Geo. Fenwick & Co., Ltd.	\$ 25	555 sellers
HKong Ice Co., Ltd.	\$ 25	5180 sales
HKong Ice & Level Tramways Co., Ltd.	\$100	235 buyers
Dairy Farm Co., Ltd.	\$ 6	574 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	550 sales
Campbell, Moore and Co., Ltd.	\$ 10	521 buyers
Belle Asbestos East-ern Agency, Ltd.	£ 1	5110
United Asbestos Oriental Agency, Ltd.	\$ 4	5112 sellers
Tebrau Planting Co., Ltd.	\$ 5	53 sellers
Universal Trading Co., Ltd.	\$ 20	520 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	57
China Light & Power Co., Ltd.	\$ 20	520
Robinson Piano Co., Ltd.	\$ 50	550
Manila Investment Co., Ltd.	\$ 50	556

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mrs. M. A.	Huke, Mr. A. N.
Angus, Mrs. D. A.	Jones, Mr. E. N.
Arnold, Mr. H.	Johansen, Mr. and Mrs.
Auld, Mr. J. S.	Jones, Mrs. M. A. and infant
Bailey, Mr. W. S.	Joseph, Mr. & Mrs. E. S.
Bell, Mr. and Mrs. O. M. D.	Katsch, Mr. E. A.
Benjamin, Mr. David	Kiene, Mr. and Mrs. F.
Beringer, Mr. F. J. G.	Kiene, Mr. A.
Black, Mr. J.	King, Maj. H. S. R. E.
Blase, Mr. F.	Kirkwood, Mr. J.
Bonig, Mr. C. E.	Littlefield, R. E., Major
Brabazon, Mr. R. R.	R. P.
Brandreth, R. N., Lt. & Mrs.	Long, Mr. & Mrs. D. M.
Bremmer, Mr. and Mrs. M. R.	Macdonald, Capt. D.
Brown, Mr. C. R.	Marinas, Mr. L.
Brown, R. E., Major W. B.	Marlow, Mr.
Brown, Mr. J.	Menzies, Mr. Geo.
Bruce, Mr. and Mrs. B.	Miller, Mr. D.
Brutton, Mrs. and child	O'Brien, Mr. A. D.
Burnie, Mr. C. M. G.	Parfitt, Mr. W.
Bustow, Mr. H.	Pascual, Mr. C.
Calbeck, Mr. & Mrs. Cameron	Poiries, Mr. H.
Cameron, Mr. D. H.	Rapp, Mr. H.
Chayal, Mr. and Mrs. Clark, Dr. & Mrs. F.	Reich, Mr. A. H.
Clarke, Mr. W. G.	Richards, Mr. F. T.
Cole, Mr. G. E.	Robertson, Mr. W. R.
Colson, Mr. J. S.	Schouw, Mr. C.
Cunningham, Mr. P. A.	Sealey, Mr. C. E.
Davis, Mr. D. L.	Seydler, Mr. R.
Davis, Mrs. W. & child	Shields, Mr. C. E.
Dean, Miss R. A.	Smithers, Mr. R. G.
Denroche, Mr. P. C.	Speyers, Mr. A. B.
Discombe, Mr. G. M.	Stevens, Mr. A. B.
Dorehill, R. A., Major	Stewart, Mr. E. H.
Dow, Mr. W. S.	Tanner, Mr. C. O. E.
Duff, Mr. J. F.	Taylor, Mr. D. G.
Dyson, Capt. P. S.	Thomas, Mr. Harry
Eastwood, Mr. J. E.	Tibbey, Mr. H. M.
Fennell, Mr. and Mrs. Gairford, Mr. and Mrs. R.	Valentine, Mr.
Gibson, Mr. Kennedy	Valere, Mr. Vandemere
Glover, Mr. C.	Wakeman, Mr. G. H.
Goubers, Mr. E.	Wainwright, Mr. and Mrs. Frank W.
Grant, Mr. John	Whitley, Mr. W. J. G.
Griffin, Mr. A. E.	Whitley, Mrs. William
Hall, Capt. T. P.	Whitton, Mrs. M. M.
Harding, Mr. H.	Wild, Lieut. and Mrs. Bagnall
Harold, Mr. W.	Williamson, Mr. and Mrs. A. A. and child
Hartmann, Mr. E.	Woolen, Mr. J. J.
Hess, Mr. J. L.	Yorke, Mr. A. D.
Howard, Mr. Thos.	
Howland, Mr. A. A.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Martin, Mr. R.
Benjamin, Mr. S. S.	Miller, Mr. and Mrs.
Bonnet, Mr. J. W. C.	Newall, Mr. Stuart G.
Bruce, Mr. G. F. R.	O'Connell, Col. The
Cameron, Mr. Allan	Perritt, Col.
Carrington, Sir John	Pitt, Mr. John, R.N.
Carrington, Miss	Pyne, Capt. R. A. M. C.
Collard, Col. A. W.	Pyne, Mrs.
Crookenden, Col.	Quinn, Mr. M.
Dillon, Mr. F.	Rouse, Mr. A. B.
Ellam, Mr. A. S.	Rublee, Mr. W. A. (U. S. Consul of America)
Ezekiel, Mr. R. M.	Rublee, Mrs. W. A.
Foster, Mr. Andrew	Shelton, Mr. Edward
Fraser, Mr. and Mrs. H. W.	Stokes, Mr. A. G.
Graham, Mr. D. M.	Thompson, Mr. J. B.
Hurst, Dr. and Mrs. G. M.	Tomlin, Mr. H. B.
Gumpert, Mr. and Mrs. Hughes, Col. G. A.	Wheeler, Lt. Col. J. T.
Jeffries, Mr. H. N.	Wheeler, Mr. and Mrs. Lang, Dr. K.
Lee, Mr. J. E.	Wright, Mr. and Mrs. H. Taylor

CRAIGIEBURN.

Anderson, Mr. Jas.	Holmes, Mr. W.
Beattie, Mr. and Mrs. J. M.	Hewitt, Mr. and Mrs. T. H. B.
Brown, Mr. and Mrs. Langlands, A. O. D.	Holmes, Mr. W.
Crookenden, Col.	Pyne, Mr. A. B.
Dillon, Mr. F.	Rublee, Mr. W. A. (U. S. Consul of America)
Ellam, Mr. A. S.	Rublee, Mrs. W. A.
Ezekiel, Mr. R. M.	Shelton, Mr. Edward
Foster, Mr. Andrew	Stokes, Mr. A. G.
Fraser, Mr. and Mrs. H. W.	Thompson, Mr. J. B.
Graham, Mr. D. M.	Tomlin, Mr. H. B.
Hurst, Dr. and Mrs. G. M.	Wheeler, Lt. Col. J. T.
Gumpert, Mr. and Mrs. Hughes, Col. G. A.	Wheeler, Mr. and Mrs. Lang, Dr. K.
Jeffries, Mr. H. N.	Wright, Mr. and Mrs. H. Taylor
Lee, Mr. J. E.	

KOWLOON HOTEL.

Andrew, Mr. John	MacGregor, Mr. J. W.
Baners, Mr. F.	Nobbs, Prof. A. P.
Brandreth, Capt.	Sadow, Mr. Louis
Cleasby, Mr. W. H.	Stanton, Mr. and Mrs. T. R.
Davis, Mr. W.	Spittles, Mr. J.
Dean, Mr. F.	Williams, Mr. G. F.
Earby, Mr. E. A.	

EXCHANGE.

Hongkong, 21st June.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills on demand	111 9/16
Credit, 4 months' sight	111 1/16
ON BERLIN, (demand)	112 1/2
ON PARIS, Bank Bills on demand	247 1/2
Credit, 4 months' sight	247 1/2
ON NEW YORK, Bank Bills on demand	25 1/2
Credit, 30 days' sight	25 1/2
ON BOMBAY, Telegraphic Transfer	147 1/2
On demand	147 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	72 1/2
ON YOKOHAMA, T.T.	41 1/2 prem.
Switzerland, Bank's Buying Rate	51.10
Gold Silver 100 touch, per tael	52.10
Per Silver	71 1/16
Dollars	nom.

PIUM QUOTATIONS.

Hongkong, 21st June.	
New Patna	\$985/990 per chest.
Old Patna	985
New Benares	990 per picul.
Old Benares	990
New Malwa	840
Old Malwa	850/880
Perkins, paper tied	315

VESSELS IN PORT.

Steamers.	
ARETHUSA, American transport, 2,172 tons, combe, 19th June, Manila 15th June, Ballast—U. S. Government.	
AUSTRALIAN, British steamer, 3,000 P. T. Helms, 19th June, Sydney 25th May, Brisbane 27th, Townsville 30th, Cairns 31st, Thursday Island 3rd June, Port Darwin 6th, Timor 8th, and Manila 15th June, General—Gibb, Livingston & Co.	
BABESBERG, German steamer, 1,379, A. Beechman, 14th June, Pussacolon 6th June, Sugar—Butterfield & Swire.	
BELGIAN KING, British steamer, 2,170, Thos. Weiss, 14th June, San Diego via Japan 23rd April, Coal—Butterfield & Swire.	
BENLARIO, British steamer, 1,432, Kroble, 14th June, Bangkok 7th June, Rice—Bradley & Co.	

BENLAWERS, British steamer, 1,483, J. D. Sarchet, 18th June, London 30th April, and Singapore 17th June, General—Gibb, Livingston & Co.	
BURKINSA, American steamer, 1,400, A. H. Laffin, 14th April, Manila 11th April, Cable—Government.	
CORTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 19th June, San Francisco 21st May, Honolulu 26th, Yokohama 11th June, Kobe 12th, Nagasaki 14th, and Shanghai 17th, Mails and General—O. & S. S. Co.	
DAIJIN MARU, Japanese steamer, 899, T. Ogata, 20th June, Swatow 19th June, General—Mitsui Bussan Kaisha.	
DAPHNE, German steamer, 1,290, Th. Nissen, 16th June, Moji 11th June, General—Siemens & Co.	
DEVONSHIRE, British steamer, 2,364, A. Cull, 17th June, New York 14th April, and Port Said 17th May, Kerosene—Standard Oil Co.	
DUKE OF FIFE, British steamer, 2,416, J. S. Cox, 15th June, Moji 10th June, Coals—Dodwell & Co., Ltd.	
EMPRESS OF INDIA, British steamer, 3,093, O. P. Marshall, R.N.R., 17th June, Vancouver 27th May, and Shanghai 15th June, Mails and General—C. P. R. Co.	
FAUSANG, British steamer, 1,410, A. A. Mitchell, 14th June, Java 4th June, Sugar—Jardine, Matheson & Co.	
HAITAN, British steamer, 1,183, J. S. Roach, 20th June, Foochow 17th June, Amoy 18th, and Swatow 19th, General—Douglas, Laiprak & Co.	
HYSON, British steamer, 2,276, J. A. Davies, 20th June, Singapore 15th June, General—Jardine, Matheson & Co.	
INDEPENDENT, German steamer, 871, A. Hantz, 19th June, Saigon 15th June, General—Sander, Wieler & Co.	
KAIFONG, British steamer, 1,024, G. H. Pennefather, 19th June, Iloilo and Cebu 16th June, General—Butterfield & Swire.	
KOH-SI-CHANG, German steamer, 1,291, Leuss, 18th June, Bangkok 11th June, Rice—Butterfield & Swire.	
KUMSANG, British steamer, 2,078, E. J. Buller, 17th June, Singapore 15th June, General—Jardine, Matheson & Co.	
LYEEMOON, German steamer, 1,238, Th. Lehmann, 20th June, Canton 19th June, General—Siemens & Co.	
MIKE MARU, Japanese steamer, 2,080, M. Yagi, 20th June, Moji 14th June, General—Nippon Yusen Kaisha.	
MUNCHEN, German steamer, 4,691, Krebs, 28th May, Caroline Islands 15th May, Ballast—Melchers & Co.	
OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June, Mororan 4th June, Coal—Dodwell & Co., Ltd.	
PERARIE, British steamer, 1,959, W. H. West, 18th June, New Zealand 13th May, Coal—Government.	
PERLA, British steamer, 1,287, G. Blackland, 19th June, Manila 17th June, General—Sheehan, Tomes & Co.	
PHRA CHULA CHOM KLAO, German steamer, 1,011, R. Unsworth, 20th June, Bangkok via Hoikow 12th June, General—Butterfield & Swire.	
POMPEY, American steamer, 785, J. H. Seivener, 21st Mar., Manila 18th Mar., Coal—U. S. Navy.	
RIOJUN MARU, Japanese steamer, 2,979, N. Ohno, 16th June, Moji 11th June, Coal and General—Nippon Yusen Kaisha.	
ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May, Wei-hai-wei 25th May.	
SANDAKAN, German steamer, 1,374, A. Brandreth, 6th June, Sandakan 1st June, Timber and General—Melchers & Co.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
TAIYUAN, British steamer, 1,459, R. Nelson, 15th June, Australia via Manila 13th June, General—Butterfield & Swire.	

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Treffy, 29th May, Manila 9th May, Ballast—Order.	
HOLLISWOOD, American bark, 1,084, E. M. Knight, 14th June, Fremantle, W. A. 3rd May, Sandwood—Order.	
MARCHE DE VILLARD, French bark, 1,174, Rional, 31st May, Cardiff 4th Jan, Coals—E. A. Trading Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May, Fremantle 26th Mar., Sandalwood—Master.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 21st, 1901.	
Alarid, despatch vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. G. F. M. Cradock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Shanghai.	
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starling, Wosung.	
Argonaut, 1st-class cruiser, 11,000 tons, 16 guns, 16 guns, Capt. G. H. Cherry, R.N., Shanghai.	
Asraa, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,000 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.	
Barfleur, 1st-class cruiser, 13,000 tons, 14 guns, 12,663 h.p., Captain G. J. S. Warrender, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Wosung.	
Bonaventure, 2nd-class cruiser, 3,000 tons; 18 guns, 9,000 h.p., Captain G. G. Sawle, en route Home.	
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wosung.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, Hankow.	
Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Hongkong.	
Dido, 2nd-class cruiser, 5,000 tons, 11 guns, 9,600 h.p., Capt. Tildard, Shanghai.	
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Hongkong.	
Est, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chinkiang.	
Fame, twin screw, torpedo-boat destroyer, 560 tons, 6 guns, 5,400 h.p., 4 reserves.	
Firbrand, 3rd class gunboat, 455 tons, 4 guns, 500 h.p., Canton.	
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Shanghai.	
Goliath, 1st-class battleship, 12,000 tons, 16 guns, 13,500 h.p., Capt. L. W. Wing, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.	

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, en route Shanghai.

Isis, 2nd-class cruiser, 5,450 tons, 11 guns, 3,600 h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Limet, gun-vessel, 756 tons, 2 heavy guns, 4-pounders, 870 h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Wosung.

Orlando, 1st-class cruiser, 5,500 tons, 12 guns, 5,500 h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Pianist, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Comdr. J. F. E. Green, Spore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plaver, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Repole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Powall, Hongkong.

Talbot, 2nd-class cruiser, 5,000 tons, 8,000 h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,400 tons, 16 guns, 25,000 h.p., Capt. Percy Scott, C. Hongkong.

Tweed, coast defence gunboat, 363 tons, 2 guns, 1,000 h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut. Com. Lyne, Manila.

Whiting, twin. screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Com. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 2 and 20, 36, 37 and 38, first-class; and 3 second-class.